

**Established February, 1845.**

PRICE, \$2 PER MONTH

### Shipping.

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## Insurance.

## NOTICE.

QUEEN FIRE INSURANCE COMPANY.  
THE Underwriters are prepared to accept Risks on First Class Goods at a 1 per cent. not premium per annum.  
NORTON & Co., Agents.  
Hongkong, May 19, 1887. 938

## LANCASHIRE INSURANCE COMPANY.

## (FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.  
THE Underwriters are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.  
Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.  
If required, protection will be granted on first class Lives up to £1000 on a Single Life.  
For Rates of Premiums, forms of proposals or for any other information, apply to  
ARNHOLD, KARRER & Co.,  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1887. 100

## To-day's Advertisements.

## FOR SHANGHAI.

The Steamship  
Ningpo, Captain F. Sturges, will be despatched for the above Port TOMORROW, the 5th inst., at 5 p.m.  
For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, July 4, 1887. 1258

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship  
Finnmoss, Captain HARRIS, will be despatched for the above Ports on WEDNESDAY, the 6th inst., at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
DOUGLAS LARSEN & Co.,  
General Managers.  
Hongkong, July 4, 1887. 1260

## FOR SWATOW, SINGAPORE AND BANGKOK.

The Company's Steamship  
China, Captain P. W. L. L. L., will be despatched for the above Ports on WEDNESDAY, the 6th inst., at Noon.  
For Freight or Passage, apply to  
YUEN FAT HONG, Agents.  
Hongkong, July 4, 1887. 1261

## THE SCOTCH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamship  
Kong Kong, Captain F. W. L. L., will be despatched for the above Ports on THURSDAY, the 7th inst., at 10 a.m.  
For Freight or Passage, apply to  
YUEN FAT HONG, Agents.  
Hongkong, July 4, 1887. 1262

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEW CHWANG, HANKOW and Ports on the YANGTSE.)  
The Co.'s Steamship  
Canton, Captain DREXLER, will be despatched for the above Ports on THURSDAY, the 7th inst., at 4 p.m.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, July 4, 1887. 1259

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, VENICE, TRIESTE, AND LONDON.

Also,  
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.  
N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERMAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship MALWA, Captain G. W. ATKINSON, with Her Majesty's Mail, will be despatched from this Port for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, 14th July, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.  
Passengers and Goods (Gold) at the Office until Noon on the day of sailing.  
For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.  
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E. L. WOODIN,  
Acting Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, July 4, 1887. 1263

## To-day's Advertisements.

## WANTED.

A STEWARDESS for the Canadian Pacific Steamship *Butavia*.  
Apply to  
ADAMSON, BELL & Co.,  
Agents,  
Hongkong, July 4, 1887. 1264

## NOTICE TO MARINERS.

## No. 7 (SPECIAL).

## CHINA SEA.

## SHANGHAI DISTRICT.

## INTENDED WITHDRAWAL OF TEMPORARY LIGHTSHIP "CHING-TAI."

NOTICE is hereby given that the TEMPORARY LIGHTSHIP "CHING-TAI," now marking the wreck of the Chinese transport *Wan-Nien-Ching*, (vide Notice to Mariners No. 5 (Special) dated 2nd February, 1887), will be WITHDRAWN as soon as all portions of the wreck, that project above the present level of the bed of the river in its vicinity, have been removed; which work it is expected, will shortly be completed.  
A. M. BIRSE,  
Port Inspector.  
Imperial Maritime Customs,  
Shanghai, 25th June, 1887. 1267

## SHIPPING.

## ARRIVALS.

## July 3, 1887.

Canton, British steamer, 1,111, J. Bremner, Shanghai June 29, and Swatow July 2, General.—JARDINE, MATHESON & Co.

Proprietary, British steamer, 1,387, G. G. Healey, Saigon June 29, and Swatow July 2, General.—JARDINE, MATHESON & Co.

Don Juan, Spanish steamer, 654, J. M. Marquez, Manila June 30, General.—LIEN-DAO & Co.

Narcissus, British ship, 1,270, Archibald Duncan, Yokohama June 30, General.—ORDER.

Oxfordshire, British steamer, 908, C. P. Jones, Higo July 25, General.—RUSSSELL & Co.

Marcia, British steamer, 1,060, A. MacIntosh, Nagasaki July 27, Coal.—LAKSA-SOMA COASTING AGENCY.

Vortigern, British steamer, 576, J. Brown, Saigon June 29, General.—ARNHOLD, KARRER & Co.

July 4.—  
Emerald, British steamer, 393, G. A. Taylor, Manila July 1, General.—RUSSSELL & Co.

Volor, German steamer, 636, M. Kullman, Newchwang June 28, Boats.—EDWARD SCHELLHANS & Co.

Fornosa, British steamer, 674, H. Harris, Tamsui June 30, and Amoy July 2, General.—DOUGLAS STEAMSHIP CO.

Volga, French steamer, 1,160, B. Riviere, Canton, July 4, 1887. 1260

Yuen Fat Hong, Agents.  
Hongkong, July 4, 1887. 1261

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N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERMAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

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Cargo will be received on board until 10 a.m. on the day of sailing.  
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Yokohama June 26, Mails and General.  
Messagerie Maritime.

Baylen Diaz, Norwegian steamer, 1,183, T. Johansson, Ketchikan June 29, Coal.—ORDER.

Ashtington, British steamer, 809, W. Reynolds, Nagasaki June 23, Coal.—SIEMSEN & Co.

Zumbasi, British steamer, 1,564, O. T. Preston, Bombay June 16, and Singapore 29, General.—P. & O. S. N. Co.

Yangtze, British steamer, 814, T. W. Staring, Shanghai June 30, and Amoy July 3, General.—SIEMSEN & Co.

General Warden, German steamer, 1,819, W. von Schuckmann, Nagasaki July 1, General.—MELCHERS & Co.

DEPARTURES  
July 3.—  
Canton, for Whampoa.

Andon, for Hobei.

Taipei, for Bangkok.

Jacob Christensen, for Kutchinotai.

Taipei, for Nagasaki.

Taipei, for Swatow.

July 4.—  
Loria, for Swatow and Amoy.

Actis, for Haiphong.

Volor, for Whampoa.

Director, for Singapore.

Corveta, British gunboat, for Nagasaki.

July 5.—  
Ningpo, for Shanghai.

July 6.—  
Per Canton, from Swatow, 2 1/2 Chinese.

Per Proprietary, from Manila, 280 Chinese.

Per Don Juan, from Manila, 98 Chinese.

Per Marcia, from Nagasaki, Mr and Mrs Moss Greenback.

Per Vortigern, from Saigon, 74 Chinese.

Per Proprietary, from Manila, Mr T. Shaler, Dr M. D. Hugo, Mr R. W. Bacon, and 19 Chinese.

Per Fornosa, from Tamsui, 5 Chinese.

Per Volor, from Hongkong, from Yokohama, Mr and Mrs Ross, L. Abbe P. Ray and Mr Lormier, from Kobe, Messrs Crawford, Kniffel and Kikawa, from Yokohama, for Saigon, Messrs Lo Bailly, and 70 French Marines; Messrs Tane-guchi, Y. Hirota, Mr Collin de Plancy (French Consul), Messrs F. Nuto, K. Okuda and Ol. From Kobe for Marseilles, Messrs Fujikuni, Takaki and Furukawa.

Per Zumbasi, from Singapore, 120 Chinese.

DEPARTURES  
July 3.—  
Per Andon, for Hobei, 50 Chinese.

Per Tachibana, for Bangkok, 1 European, and 15 Chinese.

Per Loria, for Swatow, 171 Chinese.

Per Zumbasi, for Swatow, 10 Chinese.

Per Ningpo, for Shanghai, 2 Europeans, and 30 Chinese.

SHIPPING REPORTS  
The British steamer *Proprietary* reports: Left Saigon June 28th, had variable and fine weather; from Cape St. James to Cape Yarela; thence to Panceles light variable winds and squally weather with occasional rain; Panceles to port light winds from S.E. to S.W. with fine weather. On June 30th, in lat. 13° 30' N., long. 109° 40' E. Passed the British ship *Ashtington*, bound south, and wished to be reported all well.

The British steamer *Ashtington* reports: Left Saigon June 28th, had variable and fine weather; from Cape St. James to Cape Yarela; thence to Panceles light variable winds and squally weather with occasional rain; Panceles to port light winds from S.E. to S.W. with fine weather. On June 30th, in lat. 13° 30' N., long. 109° 40' E. Passed the British ship *Proprietary*, bound south, and wished to be reported all well.

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Mr. L. G. d'Almeida Castro, third clerk in the Colonial Secretary's Office, has been appointed provisionally first clerk in the Imports and Exports Office, and Mr. Edgar Bruce Shophard, Librarian of the Supreme Court, second clerk. Consequently on Mr. Castro's transfer from the Colonial Secretary's office the following provisional appointments have been made in the latter—Mr. J. M. Gutierrez, fourth clerk, to be third clerk; Mr. H. G. de Rozario, senior temporary clerk, to be fourth clerk; Mr. J. T. d'Almeida Castro, junior temporary clerk, to be senior temporary clerk; and A. A. de Costa, junior clerk in the Post Office, to be junior temporary clerk.

On Saturday evening a few of the members of the dissolved 'Fun on the Bristol' company, assisted by some local amateurs, gave a successful performance in the City Hall. The theatre was crowded in every part. The soldiers, who formed a large part of the audience, seemed to act on the principle of 'first come best served,' for they made a rush at the beginning and secured all the seats, and there was consequently a little grumbling on the part of those who had engaged seats. The amateurs were put rather sorely to the test in having to come on the stage along with professional actors, but they acquitted themselves fairly well and the audience, which was not very critical, insisted on an encore to almost every song.

The 'Glorious Fourth' is being celebrated to-day in an enthusiastic and patriotic manner by the American citizens in Hongkong. As there is no gunboat at present in the harbour no salutes were fired. The S. S. *Gaelic*, however, dressed ship and had a gay display of stars and stripes and other flags. At noon a few bombs were fired from her deck, and we believe there will be a pyrotechnic display of an original character at half-past one o'clock to-night, when the ship will likely be ablaze with Japanese fireworks. The *Samruddi* and the *6 or 7* American vessels in the harbour were also gayly decorated. On shore, at the American Consulate and at Messrs Russell & Co's, due honour was done to the anniversary both by decorations externally and by generous hospitality inside.

The *Diario de Mexico*, of the 25th June, has the following:—The American ship *Mary L. Stone*, consigned to Messrs Stevenson & Co. of this port, which left here a few days ago bound for New York, laden with sugar and hemp belonging to Messrs Smith Bell & Co., was stranded on the Apo reef, to the west of the coast of Mindoro, and she has now 10 feet of water in her hold. The Captain of the vessel arrived here in a boat to get assistance, and the steamer *España* was to leave to-day for the scene of the accident with the object of transhipping the cargo of the *M. L. Stone* and of extricating her from the position she is in.

The *Comercio* of 27th June adds:—The steamer *España* left yesterday, taking on board the Captain and six sailors of the *M. L. Stone*, 40 workmen, 1 Englishman from the firm which consigned the cargo, and another from the Insurance office. The lorches *And* and *Ami* were also taken to tow to lighten the *M. L. Stone*, on board which there were 10,000 piculs sugar and 5,265 bales hemp.

Fire broke out shortly after nine o'clock yesterday evening in a small dwelling house, No. 28 Tank Lane. A woman living in the house, was, it is said, hunting for bugs with a lighted candle, and had in the eagerness of her search allowed the candle to approach too near a bundle of shavings in the cock-loft on the ground floor. The shavings at once blazed up, and the whole house was soon on fire. There was very little to burn in the house, and had there been any water available the fire might have been put out before it extended beyond No. 28. The house however was at such a distance from the Praya that although the Government and Volunteer brigades were quickly on the scene, it was a long time before any water could be pumped up the hill. By the aid of a manual fire engine, however, spread across the street, it was, however, worked itself back to No. 16 Market Street, also a dwelling house. Fortunately there was no wind and the flames were not carried beyond this house. When a good stream of water was got the fire was put out in a few minutes. The houses, we believe, are not insured. The loss cannot be very great, as both the houses were rather miserable tenements.

The Jubilee demonstrations in Shanghai, which were held on Saturday the 25th inst., were considerably interfered with by showery weather. The procession for which elaborate preparations had been made seems to have been a great success. The demonstrations also were on a scale never seen in Shanghai before. The mottoes on the arches appear to have pleased the taste of all. The *N. O. Daily News* says:—

'The Chinese mottoes on the triumphal arch, were greatly appreciated by the natives, who recognized that the putting them there was intended as a compliment to them. The translation of the motto on the eastern face, towards the river, is:—

'She has sat upon the Throne for five decades, and cultivated the good-will of all nations.'

The translation of the motto on the western face, towards the Nankai Road, is:—

'Her graciousness is as the Spring, and her beneficence as the autumn. Mr. E. H. Parker, to whom we are indebted for these particulars, adds that the last sentence appears to be a play upon words, and may mean:—

'Her grace is as vast as China, Her blessings spread over Shanghai.'

The English mottoes on the other two sides of the arch, if it is correct to call this square structure an arch, were, on the north side:—

'God bless our Queen,'

and on the south:—

'Victoria's Jubilee 1887.'

It cannot be said to have taken place; and it was a pity the abundance of refreshments provided were not kept for another day, for there were many guests in the big tent that did not redound to the credit of the lavish but unwise hospitality of the hosts.

The French corvette *Primauguet* (4), Captain Veron, left Yokohama on the 24th inst. for Hakodate.

Five torpedo boats, the *Mercury* understands, arrived at Chefoo from Port Arthur via Wei-hai-wei on the 21st of June. They were in charge of Commander Rogers, R.N., and Commodore Ma.

The French gunboat *Aspic* left Yokohama for Yokosuka on the 25th ult., where she will undergo repairs to machinery and boilers there being no facilities at Yokohama for doing such work.

Narrative papers say:—The Tartar General at Foochow, who has been sick for some time, has now petitioned for permission to vacate his post, as his illness is getting worse.

The *Hijiao* gives an account of certain districts in Chekiang Province being flooded to the depth of nearly 20 feet, and over 300 people are reported to have been drowned. Chekiang province has not been visited by no disastrous a flood for several decades.

The *Shanghai Mercury* says:—The 'Union Church' (Shanghai) has been provided with a long-dead and much-needed instrument, a pipe organ, in place of the small cabinet reed organ in use so long. It was furnished by Mr. Sydenham Moutrie, and is, we believe, of excellent tone and compass.

The *Fouchou Echo* of the 18th June says:—The steamer *Glenagarry*, closing to-day at 5 p.m. for London, takes a full cargo of new season's tea from this port, amounting to 4,500 chests. The *Chungking* will clear on the 25th instant for Melbourne, as the above mentioned vessels will be respectively the first departures with new teas for London and Melbourne.

The *Shen-poo* says that one of the mail boats between Shanghai and Kaitung was plundered last Monday outside Kaitung, and all the opium, money and valuable property taken from the carriers, the *Kaitung* and the *Sun-shan* gunboats. It also states that there have been very serious floods in the neighbourhood of Wenchow and Ch'u-chow, the two southern prefectures of Chekiang.

The Peking correspondent of the *Shen-poo* writes that H. Ex. Li, the Governor of Kwangsi Province, has sent an urgent despatch to the Capital, stating that the old rebels, in company with disbanded soldiers, are creating disturbances in Kwangsi, and that the Governor has ordered all the military forces under him to proceed against the insurgents at once. Our contemporary, however, gives the above news as a rumour, and does not vouch for the truth of the report.

A meeting was to be held on Thursday (June 30th) in the Reading Room of the Amoy Club, to discuss (1) the possibility, (2) the advisability of altering the constitution of the Amoy Club, and (3) the means for carrying out the Institution. In order to provide some new furniture of fittings (lamps, crockery, &c.), and to put the place in a proper condition, the sum of about \$100, beside a sufficient sum for the salary of the caretaker for two months, (say \$200 in all) will have to be provided.—*Amoy Gazette*.

The *Peking Gazette* contains a report from the Governor of Chekiang, who states that the military and naval forces in the province, the troops belonging to Hangchow and that district exceled in marching, volley firing, sword and bayonet play, in mounting scaling ladders, in attacking practice on horse and foot, and in rifle practice, they far exceeded the requisite scores. In the second class he placed the troops from Shanghai, who performed their evolutions with regularity, showed skill in sword exercises, and obtained the necessary number of marks in their target practice with bow and rifle. The naval forces, when inspected, showed their skill in handling boats, diving and mast climbing. Their firing also was rapid and accurate. The men were quiet and obedient to orders, and the discipline and seamanship and gave satisfactory answers.

A disturbance occurred on the French Concession, Shanghai, in the afternoon of the 26th ult. at the upper end of the French Concession and the police were set on foot. A man had been keeping up the Dragon festival and were drunk. One of them committed a nuisance and a French policeman tried to arrest him, whereupon he called his friends, and they rushed to the policeman who had to fight for his life, and when he got inside the Station, the crowd followed him and dragged him out, but he escaped into a cash shop. Meanwhile a telephone message was sent to the Superintendent of Police who immediately proceeded to the locality with all the available men at his disposal, the result being that three of the rioters were captured. The Chinese shopkeepers in the vicinity hastily closed their shops during the time of the row. About half-past seven a second disturbance took place, by sympathisers with the men who had been looked up. There were more stone-throwing and the police arrested twenty-two men, carrying them and the other three to the Central Station.

#### THE CHINESE AND THE PUBLIC HEALTH BILL.

It will be remembered that some weeks ago a meeting of Chinese residents was held to consider the Public Health Bill and that at that meeting it was resolved to join the Europeans who had petitioned for the postponement of the measure. The request of the petitioners not having been granted, another meeting was called yesterday with a view of taking steps to formulate objections to the various clauses of the Bill. Mr. Ho Kai, president, and a large number of merchants and others were present, among them being, Hon. Wong Shing, Dr. Ho Kai, Messrs Wai Yung, Li Shing, Chun Kai, Koo Hui Tuk, Ho Tim, Woo Lio Yung,

Chun Li Kai, Yeung Loong &c. About two or three hundred servants and coolies were crowded in the outer corridor and seemed to take a lively interest in the proceedings. Copies of the Public Health Bill in Chinese were distributed to these men, and by the avidity with which they seized the copies, it would seem as if there was a great thirst for enlightenment even among the great unwashed of China.

Hon. A. P. MacEwen was also present, having been specially invited to attend. The Chairman in the course of a pretty long and apparently very eloquent speech, said the Bill was very unfavorable to the Chinese, both landlords and tenants. His Excellency the Acting Governor had refused to grant their request for postponement and had declared that the Bill must be read a second time during the first week of July.

The unofficial members of the Legislative Council were all opposed to the Bill, but they were outnumbered and outvoted by the official members. The Hon. A. P. MacEwen, the Hon. Wong Shing, and Dr. Ho Kai had been round and had taken measurements of the houses had on an average no more than a depth of thirty feet. Now, if from each house they were going to take ten feet for a backyard and such was to have a separate latrine it was pretty plain that the Chinese would be unable to pay the rent which would require larger houses, and that would mean the payment of a higher rent. The speaker then went on to refer to the provision that the Bill would require the Chinese to have 300 cubic feet of breathing space, and said that provision meant that more money must be paid for rent than would possibly earn altogether. The Bill would really press on the tenant more than the landlord. He said that he was aware, had made a protest on their behalf, which had been published in all the newspapers. No doubt the new Bill would enact many things which would be for the benefit of the public health, but it was not to be accepted. The whole of the local Chinese newspapers were opposed to the Bill and were favourable to the protest, with the solitary exception of the *Chung King Sun Pao*. The editor of that journal said that the Chinese had an open backyard, but it was evident that he was ignorant of the peculiar situation of land in this colony. Speaking of the Sanitary Board, he said that he had an inspector of nuisances from Kaitung, who had been to look after the cleanliness of the houses, and he thought that a Sanitary Board was unnecessary. The members of that Board had said that cholera was the result of houses in a town being in a filthy condition. He said that he had been to the Board and that he had seen what was practically a defence of dirt, but in doing so he did not quite carry his audience with him. He said that in the Salt Fish Lane, for instance, the dirt and filth were so great that the people would not live there could not possibly endure them; yet among those who were in the habit of living there the rate of mortality was not higher than in any other part. The night watchman said that the theory of the Board, he was to be taken and die; but experience showed them that this was not so. The Chinese were in the habit of living in the way which was so much condemned. He said that he did not suffer any harm from doing so. The weather and the climate, the water and the air had much more to do with producing cholera than dirt had. Cholera, he said, was not a disease of the East, but it was among the Chinese, yet both Europeans and Japanese were much cleaner in their modes of living than the Chinese. 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## THE HARBOUR MASTER'S REPORT.

The following report of the Harbour Master for the year 1886 is published in the Gazette.

Harbour Department, Hongkong, 10th February, 1887.

Sir,—I have the honour to forward the annual returns of this department for the year ending 31st December, 1886.

2.—Under this heading, in arrivals, there is an increase on the previous year of 879 steamships and 727,855 tons; and in junks there is a decrease of 703 vessels with 44,354 tons.

3.—The total number of arrivals in the colony in 1886 was 27,222 vessels and 6,324,154 tons, or at the rate of about 74.6 vessels, averaging about 232 tons each, per diem compared as follows: 10.8 steamers; 0.8 sailing vessels; and 83.0 junks. This does not include the traffic between Victoria and the outlying villages, nor that conducted in steam-launches.

4.—Of the nationalities of the various vessels there is an increase of 11 Austrian, 491 British, 109 Chinese (European built), 37 Danish, 37 French, 184 German, 13 Italian, 17 Norwegian, and a decrease of 57 American and 21 Spanish vessels.

5.—Of the 4,251 European built vessels that arrived in 1886, 111 were American, 23 Austrian, 2,982 British, 142 Chinese, 55 Danish, 38 Dutch, 123 French, 170 German, 22 Norwegian, 33 Spanish, and other nationalities in smaller numbers. It will thus be observed that vessels under the British flag absorbed 70 per cent of the whole.

6.—Of the countries with which this enormous trade is conducted, that with China and Formosa is the greatest, being 24,358 vessels and 3,929,393 tons, or an increase of 277,007 tons in British bottoms, an increase of 168,389 tons in foreign bottoms, excluding junks, but a decrease of 12,355 tons in junks. In British and foreign vessels there is an increase of 11,000 tons in Chinese and Japanese bottoms, and a decrease of 277,007 tons in British bottoms, an increase of 168,389 tons in foreign bottoms, excluding junks, but a decrease of 12,355 tons in junks.

7.—The Master's (James Macdonald) certificate of competency was returned to him.

8.—On the 14th October, 1886, inquiry as to the stranding of the British steamship *Duglas*, Official No. 77,030 of London, on a rock in the Bay within the West side of the Tai Chow Islands, on the 15th August, 1886. In the absence of the Master (Henry Plouffe) who was washed overboard and drowned, and the Chief Mate's injuries having incapacitated him from performing his duties, there was not sufficiently good evidence to enable the Court to arrive at a satisfactory conclusion as to the exact position of the rock on which the *Duglas* struck, nor are the courses the ship is said to have been steered very reliable.

9.—On the 25th November, 1886, inquiry as to the stranding of the British steamship *Duglas*, Official No. 77,030 of London, on a rock in the Bay within the West side of the Tai Chow Islands, on the 15th August, 1886. In the absence of the Master (Henry Plouffe) who was washed overboard and drowned, and the Chief Mate's injuries having incapacitated him from performing his duties, there was not sufficiently good evidence to enable the Court to arrive at a satisfactory conclusion as to the exact position of the rock on which the *Duglas* struck, nor are the courses the ship is said to have been steered very reliable.

10.—The junk trade for the year, excluding that with villages, shows a decrease of 703 vessels and 44,354 tons. From the Coast of China and Formosa it is 436 vessels and 12,355 tons, and from Macao 217 vessels and 31,999 tons. The trade in junks with Canton and other ports, which in July of last year consisted of the additional taxation of imports and exports but the trade is gradually returning to its former condition. The trade with Macao also dropped at the same time consequent on the Chinese Government increasing taxes on cargoes to that place in junks, and the trade has improved but very little since, nothing but rice and coals being now conveyed in junks from Hongkong to that Settlement. This taxation has led to increased steam communication between Hongkong, Canton and Macao.

11.—There is an increase of 7,065 emigrants to various parts during the year, the British Settlements showing an increase of 1,136, while there was a decrease of 3,854 Chinese to San Francisco, 2,600 Chinese left for various places in the Australian Colonies showing an increase of 343 on the previous year.

12.—Nine vessels were registered during the year, and eight certificates of registry were cancelled.

13.—Eighty-eight cases were heard in the Marine Magistrate's Court during the year. EXAMINATIONS FOR THE POSTS OF MASTERS AND ENGINEERS UNDER SECTION 13 OF ORDINANCE 8 OF 1870.

14.—The following table will show the number of candidates who passed, and who failed in obtaining certificates of competency.

MASTERS. GRADE. PASSED. FAILED. First Mates, 6, 13. Second Mates, 17, 4. Only Mates, 1, 2. Second Mates, 5, 3.

ENGINEERS. GRADE. PASSED. FAILED. First Class Engineers, 11, 1. Second Class Engineers, 20, 4. 31, 5.

MAINE COURT UNDER SECTION 13 OF ORDINANCE 8 OF 1870. The following Court have been held during the year:—

1.—On the 19th February, 1886, inquiry as to the loss of the British steamship *Duglas*, Official No. 77,030 of London, on the White Rocks on the 15th August, 1886. The Master's (Matthew Young) certificate of competency was suspended for ten months.

2.—On the 10th March, 1886, inquiry as to the stranding of the British steamship *Thames*, Official No. 8,809 of Glasgow, on the South-west point of the Lygon Pass, on the 2nd March, 1886. The Master's (William Arthur Brown) certificate of competency was returned to him.

3.—On the 24th March, 1886, inquiry as to the loss of the British bark *Edmund Castle*, Official No. 7,522 of Newcastle, N.S.W., on the reef near, rounding Ngau Island, Caroline Group, on the 21st December, 1884. There was not sufficient evidence to enable the Court to enable them to appoint any blame for the casualty. A Court of Inquiry was also held at Sydney on the arrival of the *Edmund Castle*, Second Mate and two of the Crew at that Port.

4.—On the 1st April, 1886, inquiry as to the loss of the British steamship *Broomfield*, Official No. 7,174 of London, on the White Rocks, on the 17th March, 1886. The Master's (Wil-

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5.—On the 16th April, 1886, inquiry as to the stranding of the British steamship *Patella*, Official No. 8,388 of Glasgow, on Laski Reef off Cape Tannab, near Kobe, on the 26th March 1886. The Master's (William Edwin Lawrence) certificate of competency was returned to him.

6.—On the 12th July, 1886, inquiry as to the stranding of the British steamship *Compton*, Official No. 77,030 of London, on the South-west side of the Island of Balabac in the Palawan Passage, on the 12th June, 1886. The Master's (Matthew Bryce Walker) certificate of competency was returned to him.

7.—On the 30th August, 1886, inquiry as to the loss of the British steamship *Madras*, Official No. 70,626 of London, on a rock in the Bay within the West side of the Tai Chow Islands, on the 15th August, 1886. In the absence of the Master (Henry Plouffe) who was washed overboard and drowned, and the Chief Mate's injuries having incapacitated him from performing his duties, there was not sufficiently good evidence to enable the Court to arrive at a satisfactory conclusion as to the exact position of the rock on which the *Madras* struck, nor are the courses the ship is said to have been steered very reliable.

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## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE STEAMSHIP *GAELIC* will be dispatched for San Francisco, via Yokohama, on TUESDAY, the 12th July, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passages (Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Circulars for the Company's Office, addressed to the Collector of Customs, San Francisco, will be sent to the Company's Office, for further information as to Freight & Passage, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, June 22, 1887. 1185

## CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,533 Tons Register, Capt. Commander, will be dispatched for VANCOUVER, B.C., and KOBÉ and YOKOHAMA, on TUESDAY, the 12th July, at 3 p.m.

For further information as to Freight & Passage, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, June 23, 1887. 1229

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be dispatched for San Francisco, via Yokohama, on SATURDAY, the 23rd July, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passages (Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, June 30, 1887. 1230

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Hongkong, July 25, 1887.

## Merchant Vessels in Hongkong Harbour.

Exclusive of the Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore, and those in the body of the Harbour.

Shipping or mid-way between each shore are marked C, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the G. Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. & O. Co.'s Office. 5. From P. & O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to North Point. 9. From North Point to the Kowloon Wharves. 10. From Kowloon Wharves to the Kowloon Dock. 11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Albion	4	Ellis	Brit.	1492	June 12	Russell & Co.	Sydney, &c.	To-morrow
Antonio	121	Wallis	Brit.	121	June 29	Russell & Co.	Nagasaki	
Ashington	8	Reynell	Brit.	800	July 4	Siemens & Co.		
Baravia	8	Price	Brit.	1367	June 27	Adams, Bell & Co.		
Bijl	5	Koch	Brit.	1493	June 15	Arnhold, Karberg & Co.	Bombay, &c.	For sale 7th inst.
Bosporus	5	Christmann	Italian	1493	June 1	Jardine & Co.		
Cathartus	5	Darke	Brit.	1430	June 27	Russell & Co.		
China	1093	Haye	Ger.	1093	June 19	Siemens & Co.	Swatow & Bangkok	Ab'deen Dock
China	648	Ullrich	Ger.	648	June 26	Melchior & Co.		
China	874	Christensen	Ger.	874	June 21	Wieler & Co.		
China	648	Nov.	13	Siemens & Co.				
Dagima	968	June 28	Siemens & Co.					
Dan Juan	5	Marquez	Span.	482	July 3	Russell & Co.		
Demarado	4	Taylor	Brit.	395	July 3	Brand & Co.		
Formosa	5	Harris	Brit.	474	July 4	Houglas Steamship Co.		
Freya	419	Land	Dan.	419	June 10	Arnhold, Karberg & Co.		
Galle	4045	July 1	O. & S. S. Co.					
Killerney	5	O'Neil	Brit.	1060	June 2	Yuen Fat Hong		
Kong Bang	5	Phillips	Brit.	862	June 27	Yuen Fat Hong		
Laja	5	Man	Brit.	1246	June 1	Russell & Co.		
Lombardy	2	Brooks	Brit.	1276	June 30	P. & O. S. N. Co.		
Maria	3	Melosh	Brit.	1060	June 1	Pakistan Colliery Agency		
Mosier	8	Tizak	Brit.	1233	June 19	Russell & Co.		
Ningpo	3	Schulz	Brit.	761	July 2	Siemens & Co.	Shanghai	To-morrow
Oxfordshire	4	Jones	Brit.	988	July 3	Russell & Co.		
Pilot Fish	5	Hopson	Brit.	101	July 3	H. K. & W. Dock Co.		
Procyon	3	Renley	Brit.	1560	July 3	Arnhold, Karberg & Co.	Saigon	
Rajon Dixon	8	Johannsen	Merw.	1183	July 4	China Traders Insurance Co.		For sale
Rangoon	3	Loebel	Amer.	819	July 1	China Traders Insurance Co.		
Yokohama	3	Logan	Amer.	1149	June 10	Russell & Co.		
Yokohama	5	Riviere	Brit.	1809	July 4	Messageries Maritimes		
Yokohama	3	Brown	Brit.	873	June 3	Arnhold, Karberg & Co.	Saigon	
Yokohama	3	Piper	Brit.	392	June 28	Sander & Co.		

Sailing Vessels.									
Vessel.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.	
Albie Rowe.	Phillips	Haw.	bg.	441	June 10	Wieler & Co.			
Anton Gauthier.	Sk.	Ger.	bge.	441	Feb. 11				
Antinette.	Bunjo	Brit.	bge.	584	May 24	Siemssen & Co.			New York
Billy Simpson.	Brit.	bg.	122	June 20	31th, Livingston & Co.				Sandakan
Colombo.	C. Giff	Ger.	bge.	133	June 10	Captain			
C. J. Spanos.	C. Gill	Brit.	bge.	519	July 1	Gonsalves & Co.			
Deft Admiral.	Rowell	Amer.	st.	1497	June 19	Russell & Co.			San Francisco
Florida.	Amey	Ger.	bge.	819	July 1	Gunsse			
Florida.	Reynell	Span.	bg.	234	June 25	Siemens & Co.			
Mount Lebanon.	Nelson	Amer. brig.	bg.	630	May 20	Siemens & Co.			Honolulu
Narcissus.	Duncan	Brit.	st.	1270	June 3	Order			
Orion.	Roder.	Ger.	bge.	461	June 19	Wieler & Co.			
Pectolus.	Burnham	Amer.	st.	1144	June 17	Pustau & Co.			New York
Pegida.	St. Imberg	Span.	bg.	420	June 1	W. eler & Co.			
Portland.	Hawell	Amer.	bge.	976	May 24	Pustau & Co.			New York
Southern Chief.	Stms.	Amer.	bge.	1210	June 18	Arnhold, Karberg & Co.			Victoria, E.
Tribique.	Davis	Brit.	st.	1413	June 1	P. Stau & Co.			Hamburg